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BRANDY.  
\$42.00 PER DOZ.  
H. PRICE & CO.  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

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HONGKONG, FRIDAY, JUNE 28TH, 1901.

伍年柒月陸年壹零百九千壹英港香

PRICE, \$2<sup>50</sup> PER MONTH

WATSON'S  
"B"  
SUPERIOR VERY OLD  
COGNAC  
BRANDY.

A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY

CUTLER PALMER AND CO.  
WINE SHIPPERS SINCE 1815,  
Who have consigned their Brandy to Hongkong  
for over half a century  
Apply to G. C. ANDERSON.  
Hongkong, 13, Praya Central.

JOHN WALKER & SONS  
FAMOUS  
KILMARNOCK WHISKY.

This World-renowned  
FINE OLD HIGHLAND WHISKY,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents.  
SIEMSSSEN & CO.  
Hongkong, 1st January, 1901.

CUTLER, PALMER  
& CO.'S  
PRICE \$10.75 PER DOZEN  
NET

SPECIAL BLEND WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.  
TIME TABLE.

WEEK DAYS  
7.30 a.m. to 8.00 p.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS  
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m. very 1 hour.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.

SATURDAYS.  
Extra cars at 11.30 a.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Company's Office, 88 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901.

VICTORIA  
CYCLE  
EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLY CYCLES," and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs effected with promptitude and skill. Enamelling a specialty.

MCKIRDY & CO.,  
43 & 49A, QUEEN'S ROAD EAST,  
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.  
PORTLAND CEMENT.  
\$5.50 per Cask of 275 lbs. net ex Factory.  
\$3.30 per Bag of 250 lbs.  
SHewan, TOME & CO.,  
General Managers.  
Hongkong, 1st June, 1901.

COLD STORAGE.  
THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable provisions for Cold Storage at EAST POINT to Moderate Rates.

Mr. PARLANE,  
Manager.

Hongkong, 17th February, 1899.

## VERY OLD SCOTCH OLD VATTED WHISKY. EXTRA SPECIAL FINEST LIQUEUR WHISKY.

THESE BLENDS ARE COMPOSED ENTIRELY OF THE FINE PRODUCTS OF WELL-KNOWN HIGHLAND DISTILLERIES, THOROUGHLY MATURED IN SHERRY CASKS IN BOND, AND ARE UNRIVALLED IN DELICACY OF FLAVOUR

SOLE AGENTS

CALDBECK, MACGREGOR & CO.

15, Queen's Road, HONGKONG, 26th June, 1901.

PHOTOGRAPHIC PLATES, PAPERS  
AND CHEMICALS  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

## AERATED WATERS.

WATKINS' CROWN BRAND.  
UNSURPASSABLE FOR PURITY AND  
FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

WATKINS, LIMITED.  
THE VICTORIA DISPENSARY

HONGKONG.

AERATED WATERS.  
SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SARSAPARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SPECIALTIES  
AYALA CHAMPAGNE, EXTRA QUALITY.

This is one of the most Popular Brands in London. Supplied to ALL the principal Clubs and Hotels.  
2 Doz. Pints. 1 Doz. Quarts.  
PRICE. \$42.00 \$40.00

BOUSSILLON CHAMPAGNE, RESERVE CUVEE.

The Favourite Brand in NAVAL and MILITARY Messes.  
2 Doz. Pints. 1 Doz. Quarts.  
PRICE. \$36.00 \$35.00

DRY ROYAL SAUMUR.

A most delicious Sparkling wine and extremely moderate in price.  
2 Doz. Pints. 1 Doz. Quarts.  
PRICE. \$23.00 \$21.00

BUCHANAN'S WHISKY. BLACK & WHITE HOUSE OF COMMONS

This splendid and well-known Whisky has one of the Largest Sales in England and the Colonies. It is wonderfully MELLOW and WELL MATURED.

PRICE—Per Doz. \$15.00. Special Rates to the Trade.

SOLE AGENTS for above—LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undergounds—

SUPERB OLD COGNAC.

C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.

THE "PALL MALL,"

\$20 PER DOZ.

11. Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS.

THEY ARE UNEQUALLED AT THE PRICE

\$39.75 PER DOZ.

For Terms, apply to

AGENTS—SIEMSSSEN & CO., HONGKONG.

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSSEN & CO.

SOLE AGENTS.

## W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS EX ENGLISH MAIL.

BRASSEY'S NAVAL ANNUAL	\$10.00
1901 Academy Pictures (to be Completed in 5 Parts)	3.50
Figaro Salvo, 1901, Parts 1 & 2	1.50 each
Britannia's Bulwarks (Parts 1 & 2 ready)	35 c. each
Pictures of the Year, 1901	70
Work by Zola	2.25
The Siege of Kufus	6.50
The Citizens' Atlas: Up-to-Date	10.00
The Silver Skull, by Crockett	1.50
The Clashed Hand, by Guy Boothby	each
Love Letters of an Englishwoman	1.50
Brought to Bay, by Savage	each
Molesworth's Pocket-Book—Latest	3.50
Hoyle's Modernised Book of Games (with Bridge)	1.00
Crabb's Synonyms	2.25
Norris's Nautical Tables	9.00

## COTAM & CO.

HONGKONG HOTEL BUILDINGS.

CELLULAR CLOTHING. LIGHT, DURABLE, and COOL.

A FULL STOCK OF TENNIS SHIRTS, DAY SHIRTS AND SINGLETS.

## PILSENER BEER

Per Case. 4 Doz. Quarts. 6 Doz. Pints.

LONG BOTTLE \$13.00 \$13.00

## MÜNCHENER BEER

14.00 14.00

Apply to

G. GIRault.

## CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.

PURVEYORS to THE IMPERIAL and ROYAL COURT at BERLIN, THE IMPERIAL ROYAL COURT of AUSTRIA, THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO. Sole Agents.

## UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c., "GLADIATOR," Packing for High Pressure. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or Friction and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS or SUPPLIED to H. M. and other FOREIGN NAVES. ASBESTOS "SALAMANDER." Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Thomas Skinner, Chief Superintendent.

Archibald Ritchie, Superintendent.

DODWELL & CO., LIMITED, General Manager.

TUITION.

A YOUNG ENGLISH LADY desires to give Elementary and Progressive LESSONS in VIOLIN and PIANO. Intending Pupils can apply by letter to—

Care of Daily Press Office, Hongkong, 19th June, 1901.

## H. F. CARMICHAEL

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A B C Code, 4th Edition.

A 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901.

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## HOTEL

"BOA VISTA" HOTEL, MACAO.

THE most healthy place in South China.

Macao is 40 miles West of Hongkong, and the trip is made each day (Sunday excepted) by the Steamer "HUNTINGSHAN," Capt. W. E. CLARKE, leaving Hongkong at 2 P.M., or according to Schedule, and Macao at 7.30 A.M. Connection made at Macao with Company's Steamer to and from Canton.

Cable Address—"Boavista."

CLARKE & CO., Proprietors.

For Terms, apply to MANAGER.

906a

HONGKONG, 21st June

That street is called a fifty-foot street, and under the existing law houses can be erected in that street to a height of seventy-six feet. Now the roadway in Queen's Road only measures thirty feet across, ten feet on each side being taken up by pathways which are covered over by verandas. I ask any man of common-sense to contemplate the condition of this city when a street like Queen's Road, the width of which only measures thirty feet, verandas on each side as it will be unless verandas are taken to stop it. With houses seventy-six feet in height, I should like to know how much sunlight will ever reach the ground floors—perhaps even the second floors—of such houses. The object of sections 1 and 2 of my resolution was remarked that it was better to accept the bill, mangled though it was, than to go on as we were going and allow such buildings to be run up.

Mr. MAY said, in regard to the bill being hung up, that there was a change of Governor at the time, and it was hardly to be expected that the new Governor was going to take on a bill like that the first week of his arrival. Further, it was not fair to characterize the bill as mangled; they get what they asked for except in relation to the height of buildings.

After a short discussion as to the law at home governing the height of buildings, during which Dr. CLARK remarked that it was only recently that London had passed by-laws restricting the height to the width of the street, and that many provincial towns, Liverpool excepted, allowed one half times, Mr. May's motion was put to the meeting and carried unanimously.

#### TORPEDO WORKSHOPS ON THE KOWLOON PENINSULA.

Correspondence was submitted relative to the sale of a portion of the Kowloon Peninsula for the erection of new torpedo-workshops, etc. The correspondence had relation to the following letter, dated 2nd May, from Commodore Powell's Secretary, M. F. G. Moton, to the Colonial Secretary:—"I am desired by the Commodore to enquire whether there is any objection on the part of the Colonial authorities of selling to the Admiralty the ground marked Plateau and "Rocky Promontory" on the accompanying plan, and if there is no objection, what would be the approximate cost?" The land is required for the purpose of establishing a torpedo-store and workshop, and a range for testing torpedoes, and as deep water is found comparatively close to the shore off the promontory, it is not considered that a more suitable site can be found within the limits of the harbour."

The Director of Public Works was requested to report, which he did, to the effect that the area applied for was overlooked by the site of a segregation camp, and it was very probable that if the Admiralty were allowed to acquire a portion of the property they would object to the segregation camp being established in their vicinity.

The pathway which formed the main route of communication between Kowloon and Tsing Wan and neighbouring villages crossed the area which the Admiralty desired to acquire. That route must be preserved in order to construct a good road at some future period, giving access to the villages referred to and other portions of the New Territory. For these reasons the application would have to be modified, and it would also be desirable to ascertain what areas must be reserved for the segregation camp.

Mr. Osborn—If a man has a house not over forty-five feet in height, you simply make a law to say—"When you erect other houses you shall not exceed forty-five feet." I cannot see that that man, either in law or equity, has any claim to compensation. I do not want to take from any man what is legally or justly his, but the view I take appears to me to be a common-sense way of looking at it. I shall only say this in addition to what I have already said in support of my resolution—I am perfectly convinced that this question of limiting the height of buildings—limiting them further than the existing law demands, is one which must be tackled sooner or later. You cannot always allow houses to be erected in this colony to the height to which they can be erected under the existing law. If you do, you are defying one of the first principles of sanitation. If you overcrowd the city it cannot and will not be healthy to the inhabitants, and they must suffer. Now, sir, I venture to predict that if the colonists in this colony do not arise to a sense of the situation and prevent the houses in Queen's Road and elsewhere from being built to these ridiculous heights, they will most assuredly regret it, for the day is surely coming when all these houses will be raised to seventy-six feet in height, everyone of them. I say that before many years they will all be erected to that height. The colonists will then have to take them down, and they will find that it will be a question not of days, but of years, and that compensation will have to be paid for every house in Queen's Road from one end to the other. I have used the term "colonists," and by that I mean every person living in the colony, whether official or unofficial. It is one of the watchwords of wise statesmen not to legislate ahead of public opinion, and if that is true of any form of legislation, it is predominantly true of legislation in sanitary matters. No Government was ever willing to enact drastic sanitary legislation unless backed by a considerable share of public opinion. I say no Government is willing, and very few Governments attempt it, unless so backed. I speak from my knowledge of sanitary legislation, and that is why I use the word colonists. I appeal to all men who will sit down quietly and look a few years ahead—not one year or two years, but fifty, sixty, and a hundred years. This colony of Hongkong is only a new colony, but it is going to grow into a very important colony and become one of the biggest trading centres in the British Empire. It is our duty to see that the colony is not hampered in that growth with a milestone round its neck in the shape of an insanitary city built in defiance of all sanitary principles accepted in other parts of the world.

The PRESIDENT, in seconding Mr. May's motion, said the Vice-President had made a very able speech on the subject, and there was practically nothing to add to it. He only wished to make one remark—he had sometimes wondered why the Board allowed such recommendations to go forward from it. The latest proposal permitted houses to be erected to a height equal to one and a half times the width of the street, and as the Vice-President said, that enabled the houses in Queen's Road to be built to a height of seventy-six feet. The only benefit that accrued from the recent legislation was in the case of narrow streets. Over in Kowloon practically every road was fifty feet in width; some were sixty and some even seventy-five feet in width. Under these circumstances the recommendation of the Board that houses should be restricted to one and half times the width of the street had practically no effect. Under former legislation the height was seventy-six feet, and when it came to building to a height of seventy-five feet, owners of properties might as well be allowed to go an extra foot. The sooner the proposed restrictions were adopted the sooner would real progress be made in the direction of making Victoria a healthier city.

Dr. CLARK said he thought they were all in favor of the resolution. There was only one point in Mr. May's speech he wished to comment on, and that was that gentleman's regret that the Board had acceded to the recommendation in the bill of 1899 governing the height of buildings. If memory served, the Board was practically forced into it. The bill was hung up for eighteen months, and was sent back again and again, finally to appear in the form they were discussing. The Government had asked the Board to prove by statistics that if they reduced the height of buildings they would check disease, but that was a question regarding which it was safe to assume there could be little doubt. Perhaps Mr. May would add something to that effect in his resolution?

Mr. MAY—No.

Dr. CLARK, continuing, said—On behalf of the Government, I went carefully into the sick returns of the Tung Wah Hospital for last year, and I showed to the satisfaction of the Government that the great bulk of sick people come from houses in narrow lanes and a small percentage from houses in wide streets.

Figures were 421, the following week saw an increase of 20, and the week ended 15th saw the bill had been read once in Council and shelved for about two years, by dint of getting away at the Government, got the bill at last in a mangled form. I remember distinctly that it was remarked that it was better to accept the bill, mangled though it was, than to go on as we were going and allow such buildings to be run up.

Mr. MAY said, in regard to the bill being hung up, that there was a change of Governor at the time, and it was hardly to be expected that the new Governor was going to take on a bill like that the first week of his arrival. Further, it was not fair to characterize the bill as mangled; they get what they asked for except in relation to the height of buildings.

After a short discussion as to the law at home governing the height of buildings, during which Dr. CLARK remarked that it was only recently that London had passed by-laws restricting the height to the width of the street, and that many provincial towns, Liverpool excepted, allowed one half times, Mr. May's motion was quite high enough for that street, seeing that, if there are verandas on both sides, to make them any higher would be an insanitary thing to do. Let me give one other example under the existing law. A lane which is one inch over fifteen feet in width can be verandahed on both sides by houses forty feet in height. This thing will go on, too, unless some one steps in and stops it. I again ask you, how much sunlight will penetrate to the houses in these lanes, when they rise to that height? Since this resolution was circulated to you I have amended sub-sections 3 and 4, the object being to further restrict verandas and balconies and to give more ventilation and more air to domestic dwellings. This provision, if it came into force of law, would undoubtedly excite great opposition, and owners of properties would cry out for compensation. Now, sir, on that point I would like to say this: If a man, say in Queen's Road, has erected already a house fifty-five feet in height, and you step in and say—"For every house coming down you shall not erect another in its place of a greater height than forty-five feet," then I say, sir, in my opinion such a man would have an equitable claim for compensation, and he ought to get it. But if a man has a house not over forty-five feet high, you simply make a law to say—"When you erect other houses you shall not exceed forty-five feet." I cannot see that that man, either in law or equity, has any claim to compensation. I do not want to take from any man what is legally or justly his, but the view I take appears to me to be a common-sense way of looking at it. I shall only say this in addition to what I have already said in support of my resolution—I am perfectly convinced that this question of limiting the height of buildings—limiting them further than the existing law demands, is one which must be tackled sooner or later. You cannot always allow houses to be erected in this colony to the height to which they can be erected under the existing law. If you do, you are defying one of the first principles of sanitation. If you overcrowd the city it cannot and will not be healthy to the inhabitants, and they must suffer. Now, sir, I venture to predict that if the colonists in this colony do not arise to a sense of the situation and prevent the houses in Queen's Road and elsewhere from being built to these ridiculous heights, they will most assuredly regret it, for the day is surely coming when all these houses will be raised to seventy-six feet in height, everyone of them. I say that before many years they will all be erected to that height. The colonists will then have to take them down, and they will find that it will be a question not of days, but of years, and that compensation will have to be paid for every house in Queen's Road from one end to the other. I have used the term "colonists," and by that I mean every person living in the colony, whether official or unofficial. It is one of the watchwords of wise statesmen not to legislate ahead of public opinion, and if that is true of any form of legislation, it is predominantly true of legislation in sanitary matters. No Government was ever willing to enact drastic sanitary legislation unless backed by a considerable share of public opinion. I say no Government is willing, and very few Governments attempt it, unless so backed. I speak from my knowledge of sanitary legislation, and that is why I use the word colonists. I appeal to all men who will sit down quietly and look a few years ahead—not one year or two years, but fifty, sixty, and a hundred years. This colony of Hongkong is only a new colony, but it is going to grow into a very important colony and become one of the biggest trading centres in the British Empire. It is our duty to see that the colony is not hampered in that growth with a milestone round its neck in the shape of an insanitary city built in defiance of all sanitary principles accepted in other parts of the world.

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#### MATCHED HOSPITALS AT KOWLOON.

Mr. CLARK—It will be remembered that the Board at a recent meeting consented to the erection of two matched at Kowloon Point by the Godown Company for the treatment of sick workmen. A number of petitions have come in protesting against it.

The PRESIDENT—I propose that the Government be notified that the Board approves of the removal of these hospital matcheds from Kowloon Point.

The proposal was agreed to.

#### MORTALITY STATISTICS FOR THE COLONY.

The mortality statistics for the colony for the weeks ended the 8th and 15th June showed a death rate respectively of 45·2 and 44·4, as against 27·6 and 31·1 for the corresponding weeks of last year.

#### MORTALITY STATISTICS FOR MACAO.

The mortality return for Macao for the week ended 9th inst. shows 66 deaths, 17 of which were from plague. During the week ended 16th inst. there were 65 deaths, 28 being from plague.

#### HONGKONG COTTON SPINNING, WEAVING AND DYEING CO., LIMITED.

ANNUAL MEETING.

The fourth ordinary annual meeting of the shareholders in the above Company took place yesterday afternoon at the offices of the General Manager, Messrs. Jardine, Matheson & Co., with the Hon. J. J. Bell Irving in the chair. There were also present the Hon. C. P. Chater, C.M.G.; Messrs. A. Haupt, K. McK. Ross, C. W. Dickson, A. Shaw, D. Gillies, A. Blake, Smyth, B. Byam-Joe, V. H. Deacon, Ho Fook, A. Brooke-Smith (secretary), and others.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN then addressed the shareholders as follows:—

Gentlemen.—The report and statement of account covering the period from 1st August last to 31st May have been in your possession for some days, and with your permission I propose to treat them as read. The financial position of the Company during that period having become less satisfactory, mainly owing to the heavy charge for interest and the high price of raw cotton without a corresponding increase in the market value of yarn, the General Managers and Consulting Committee decided to close the Mill on 3rd April last and to render to Shareholders a statement of accounts showing the actual state of affairs. As stated in the circular issued to Shareholders, the estimated debts with interest thereon due by the Company on the 30th inst. after allowing for the proceeds of yarn, which has all been sold, will amount to \$1,130,000. I propose to reserve my further remarks on the present position and future of the Company until the Extraordinary General Meeting of Shareholders, which will be held immediately after this meeting, but meanwhile if any shareholder desires more detailed information than is stated in the report, accounts and circular, I shall be pleased to give it.

No questions being asked, the CHAIRMAN moved that the report be adopted; this was seconded by Mr. Gillies and carried nem. con.

Proposed by Mr. BYAM-JOE and the present Consulting Committee, to wit the Hon. J. J. Bell Irving, Hon. C. P. Chater, C. M. G., and Mr. A. Haupt re-elected. Mr. K. McK. Ross seconded. Carried unanimously.

Mr. SMITH moved and Mr. W. Hutton Potts was seconded that Mr. W. Hutton Potts be re-elected Auditor. Carried unanimously.

CHAIRMAN.—Gentlemen, the Extraordinary Meeting of which you have received notice will take place at 4.30.

#### EXTRAORDINARY GENERAL MEETING.

At the above-stated time the SECRETARY of the Company read the notice convening the meeting and the resolutions, which will be found in our advertising columns on page 4.

The resolutions having been read, the CHAIRMAN addressed the shareholders as follows:—

Gentlemen.—This Extraordinary General Meeting has been called in order that the General Managers might have an opportunity of again putting before you the position of the Company, and of ascertaining from you what you consider would now be the best course to adopt in order to safeguard your own interests. The circular dated the 12th inst., which was posted to each shareholder, will fully acquaint you with the present position of the Company.

A splendid breeze—not too strong—enabled all classes of boats to compete without any disadvantages, and to carry every stitch of sail that could be hoisted without any risk. Private rigs being allowed, most of the competitors adopted them, the larger boom boats of the Centurion and Argonaut resembling British revenue-cutters giving chase. The result of the race gave the *Iota* the cup, the *Centurion* taking second place, and the *Terrible*'s pinnace being third. The latter boat, sailed by Commander Ogilvy, only used a service rig.

Another cup is being sailed for to-day by midshipmen of the fleet, each officer sailing the boat to which he is attached for duty. At the time of writing the race has not finished.

#### THE BRITISH FLEET.

A strong fleet is now assembled here. Both flagships are present, but on Monday next, the Rear Admiral's and all other larger ships leave for Chefoo and other ports, probably returning here again after the transfer of command.

The new Commander-in-Chief, Sir Cyprian Bridge, is expected on the 24th inst. from Japan in his flagship the *Glory*; the *Centurion*, with Sir E. Seymour, by whom the cup is presented. The sailing race for the Admiral's Cup took place here on the 18th inst. A triangular course was selected inside the bay, the boats sailing round the mark twice. The race, which was well entered for, produced an unusual amount of interest, as it was the last cup that the squadron will sail for under the regime of the present Commander-in-Chief, Sir E. Seymour, by whom the cup is presented.

A splendid breeze—not too strong—enabled all classes of boats to compete without any disadvantages, and to carry every stitch of sail that could be hoisted without any risk. Private rigs being allowed, most of the competitors adopted them, the larger boom boats of the Centurion and Argonaut resembling British revenue-cutters giving chase. The result of the race gave the *Iota* the cup, the *Centurion* taking second place, and the *Terrible*'s pinnace being third. The latter boat, sailed by Commander Ogilvy, only used a service rig.

Another cup is being sailed for to-day by midshipmen of the fleet, each officer sailing the boat to which he is attached for duty. At the time of writing the race has not finished.

#### THE BRITISH FLEET.

A strong fleet is now assembled here. Both flagships are present, but on Monday next, the Rear Admiral's and all other larger ships leave for Chefoo and other ports, probably returning here again after the transfer of command.

The new Commander-in-Chief, Sir Cyprian Bridge, is expected on the 24th inst. from Japan in his flagship the *Glory*; the *Centurion*, with Sir E. Seymour, by whom the cup is presented.

A splendid breeze—not too strong—enabled all classes of boats to compete without any disadvantages, and to carry every stitch of sail that could be hoisted without any risk. Private rigs being allowed, most of the competitors adopted them, the larger boom boats of the Centurion and Argonaut resembling British revenue-cutters giving chase. The result of the race gave the *Iota* the cup, the *Centurion* taking second place, and the *Terrible*'s pinnace being third. The latter boat, sailed by Commander Ogilvy, only used a service rig.

Another cup is being sailed for to-day by midshipmen of the fleet, each officer sailing the boat to which he is attached for duty. At the time of writing the race has not finished.

SOME MILLIONAIRES HAVE QUaint Hobbies. Mr. C. D. Rose, the banker, has tried horse-racing, yachting, and foreign travel as diversions. During the last eighteen months he has suffered terrible calamities, for he has lost two of his sons in the Boer war. It must be difficult to find distraction for such a blow as this, and yet Mr. Rose endeavours to find solace by making others happy in this world. Some time ago Mr. Rose built a fine royal and ancient tennis court at Finsbury, which is up the Thames at Berk's. The court must have been great to say nothing of the cost of a resident master. Now Mr. Rose is having erected another fine tennis court at Newmarket, which is certain to be highly approved of by Mr. Rose's many friends. A gentleman who spends thousands on tennis courts, mainly for other people's delectation, is of the very highest type of sportsman. But the best yachtsmen and racehorse owners are of this type.

under ordinary conditions the advantages of the change will allow of the Mill when in full work yielding a satisfactory return upon the proposed new capital of \$1,250,000, and holding this view are willing to accept for their remuneration a percentage of the profits made, instead of commission upon purchases and sales as allowed to them under the present Articles. Messrs. Jardine, Matheson & Co., who are still holders of the shares originally allotted to them, propose to take one half of the additional capital required, and offer to the public the other moiety, but in the event of that moiety not being subscribed, then they are prepared to increase their holding up to the total amount of the Company's indebtedness, which, it is estimated, will be approximately \$1,130,000 on 30th June. Apart from the relief from the present debt which would thus be afforded, there are further advantages attaching to the scheme which may not be apparent to you. For instance, after taking the land owned by the Company measuring 392,000 square feet at its estimated market value, the capital being limited to 12 lakhs would allow of machinery, which is of the very best description and practically as good as new, being written down from \$1,101,424.82 to \$556,000 or 50 per cent. being written off the book-value of buildings, thus permitting of a saving in fire insurance premium which has hitherto been a heavy item of expenditure, and also doing away with the necessity of making provision for depreciation of machinery and buildings for several years to come. The buildings could not now be erected at their original cost, owing to a heavy increase in the price of both labour and material. Furthermore, as you may possibly be aware, the land belonging to the Company is more than sufficient for our needs, having been acquired with a view to possible extension, and the surplus area measuring over 150,000 sq. feet may be sold when a favourable opportunity occurs, thus reducing the taxation on the property, and providing a proportion of our working capital. Such further sum as may be required for working capital will be advanced by the General Manager at current rate of interest. These remarks which I think cover the whole ground, will give you some idea of the economies possible under the new scheme. It only occurs to me to add that now the yarns are becoming known they command higher prices on this market than those current for the best Indian spinnings. Before putting the resolutions of which you have had notice to the meeting, I invite your remarks on the situation, and any further information I can give, at your disposal.

There being no remarks and no questions asked, the CHAIRMAN proposed that the Resolutions be adopted.

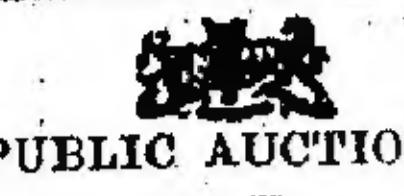
The Hon. C. P. CHATER seconded the proposal and it was unanimously carried.

The CHAIRMAN: Gentlemen.—Another extraordinary general meeting will be held in a fortnight, and if those resolutions are then confirmed, work at the mill will shortly afterwards be started. I thank you, gentlemen, for your attention. The meeting is adjourned.

#### WHISKIES.

##### IRISH.

## NEW ADVERTISEMENTS



## PUBLIC AUCTION.

THE Undersigned have received instructions from the Base Commissariat Officer, to Sell by Public Auction, on MONDAY, the 1st July, 1901, at 11 A.M., at the Base Commissariat Depot, A QUANTITY OF STORES. Hongkong, 28th June, 1901. [1610] THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED, will be held at the OFFICE of the Undersigned, No. 4, Peader Street, Hongkong, on SATURDAY, the 13th day of JULY, 1901, at 12 o'clock NOON, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 27th day of June, 1901, will be submitted for confirmation by Special Resolution.

1.—That the Capital of the Company be reduced from the sum of \$1,200,000 divided into 12,000 Shares of \$100 each to the sum of \$90,000 divided into 9,000 fully paid up Shares of \$10 each, and that such reduction be effected by cancelling 3,000 of the existing Shares which have not been issued and by cancelling capital which has been lost or is unrepresented by available assets to the extent of \$90 per Share upon each of the 9,000 fully paid up Shares which have been issued and are now outstanding.

2.—That as soon as reasonably may be after the confirmation by the Supreme Court of Hongkong of the reduction of the Company's Capital to the sum of \$90,000 divided into 9,000 fully paid up Shares of \$10 each the Capital of the Company shall be increased to the sum of \$1,250,000 by the creation of 16,000 new Shares of \$10 each to be paid in full on application, and that of such new Shares at least one moiety be reserved for the General Managers and the remainder be in the first instance offered to the Public, and that if the Public do not take up such remainder or do take up only a portion thereof all such shares as shall not be taken up by the Public shall be offered to the General Managers, and that the General Managers be and they are hereby authorized to issue all such notices and documents, fix all such times and take all such steps as they may consider necessary to give effect to this resolution.

3.—That the definition of the words "The Company" "This Company" in Article 2 of the existing Articles of Association be cancelled and that in lieu thereof the words "The Company" "This Company" shall, unless such a meaning is excluded by the subject or context, mean "The Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited."

4.—That in paragraph 7 of Article XI of the existing Articles of Association the words "seven days' notice" be substituted for the words "fourteen days' notice."

5.—That paragraph 11 of Article XV of the existing Articles of Association and its marginal note be cancelled and that in lieu thereof the following paragraph and marginal note be substituted, namely—

"11.—The General Managers shall be remunerated as paid or allowed to deduct by

way of remuneration for conducting and transacting the business of the Company a commission of ten per centum on the net profits of every year, and also a sum not exceeding \$5,000 per annum, to cover office expenses in carrying on the business of the Company."

6.—That when so soon as all the before mentioned \$10,000 new fully paid up Shares of \$10 each have been taken up and issued the figures and words "500 Share" shall be substituted for the figures and words "100 Shares" in the third paragraph of Article XVII of the existing Articles of Association and in subparagraph (1) of the fourth paragraph of the same Article."

JARDINE, MATHESON & CO., General Managers. Hongkong, 28th June, 1901. [1611]

## WANTED.

AT THE PEAK, near TRAM STATION, a FURNISHED BUNGALOW, or SMALL-SIZED HOUSE for a Bachelor, for 3 Months, from 1st July, 1901. Apply— E. Care of Daily Press Office, Hongkong, 28th June, 1901. [1590] DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR HAIPHONG.

## THE Chartered Steamship

"TUNAN," Captain Blethen, will be despatched for the above ports TO-DAY, the 28th inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 27th June, 1901. [1600]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOOCHOW.

## THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above ports on SUNDAY, the 30th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 27th June, 1901. [1607]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## TRANS-PACIFIC SERVICE

## TO VICTORIA (B.C.) AND SEATTLE

Calling also at TACOMA and carrying cargo through Bills of Lading to New York

and other points of the United States

in conjunction with the

GREAT NORTHERN RAILWAY CO.'S LINE.

## THE Steamship

"KAISOW,"

3,921 Tons, Commander G. A. Redway, is due here on 6th July, and will have quick despatch.

Coupler Invoices must accompany all overland shipments.

For Rates of Freight and further particulars, apply to

JARDINE, MATHESON & CO., Agents. Hongkong, 27th June, 1901. [1609]

NEW ADVERTISEMENTS  
FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"CATHERINE APCAR," Captain J. G. Olifent, will be despatched for the above ports on WEDNESDAY, the 3rd July, at 3 P.M. For Freight or Passage, apply to

DAVID SASOON, SONS & CO., Agents. Hongkong, 27th June, 1901. [1598]

## THE EAST ASIATIC COMPANY, LIMITED.

## NOTICE TO SHIPPERS.

FOR SHANGHAI, FORT ARTHUR AND VLADIVOSTOCK.

## THE Company's Steamship

"SIAM," Captain Glahn, due here about WEDNESDAY, the 3rd July, a.m., will load here as above and will have quick despatch.

For Freight or Passage, apply to

MELCHERS & CO., Agents. Hongkong, 27th June, 1901. [1608]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

"PELEUS" has hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godown of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 29th inst.

Optical cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 4th July will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 5th July.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 27th June, 1901. [15]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALACCA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 3rd July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 27th June, 1901. [1511]

## PUBLIC COMPANIES

HONGKONG ELECTRIC COMPANY, LIMITED.

## NOTICE IS HEREBY GIVEN that the

TWELFTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 6th July next, at 12.15 P.M., for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst. to the 28th prox., both days inclusive.

By Order of the Board of Directors.

GIBB, LIVINGSTON & CO., Agents. Hongkong, 20th June, 1901. [1547]

## THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

## AN INTERIM DIVIDEND at the Rate

A of Four per Cent. (One Dollar and Fifty Cents per Share) for the Six months ending 30th June, 1901, will be PAID on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to the 8th July, both days inclusive.

MEYER & CO., General Managers. Hongkong, 26th June, 1901. [1584]

## THE CHINESE ENGINEERING AND MINING CO., LIMITED.

## INCORPORATED 21st DECEMBER,

1900, WITH A CAPITAL OF

\$1,000,000 IN SHARES OF \$1 EACH.

## WANTED.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA is Authorised by the CHINESE ENGINEERING AND MINING COMPANY, LIMITED (hereinafter called the New Company), to issue to the Holders of Shares in the CHINESE ENGINEERING AND MINING COMPANY (hereinafter called the Old Company) provisional Certificates for the fully paid up Shares of \$1 each in the capital of the New Company to which the Shareholders in the Old Company are entitled under an agreement dated the 30th July, 1900.

Shareholders in the Old Company are entitled to receive 25 fully paid up Shares of \$1 each in the New Company for every Share of 100 Taels Taels in the Old Company, and they are requested to lodge their Certificates at the Office of the said Bank either in Shanghai, Hongkong or Tientsin during banking hours, or as soon as possible after, the 3rd July next, to enable the New Certificates to be made out.

The issue of Shares in the New Company will be made in Certificates of 5, 10, 25 and 100 Shares of \$1 each, and Shareholders in the Old Company are requested to intamate on sending in their old Certificates the denominations required.

In the absence of instructions to the contrary Certificates will be made out for 25 Shares each.

The bearer of a Share Certificate in the Old Company will be regarded as the person entitled to the Share represented thereby.

Further information may be obtained from the said Bank, or from Messrs. DRUMMOND and WHITE-COOPER of Shanghai, Legal Advisors to the Company.

JARDINE, MATHESON & CO., Agents. Hongkong, 27th June, 1901. [1585]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## TRANS-PACIFIC SERVICE

## TO VICTORIA (B.C.) AND SEATTLE

Calling also at TACOMA and carrying cargo

through Bills of Lading to New York

and other points of the United States

in conjunction with the

GREAT NORTHERN RAILWAY CO.'S LINE.

## THE Steamship

"THALES,"

3,921 Tons, Commander G. A. Redway, is due here on 6th July, and will have quick despatch.

Coupler Invoices must accompany all overland shipments.

For Rates of Freight and further particulars, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 27th June, 1901. [1607]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOOCHOW.

## THE Company's Steamship

"TUNAN," Captain Blethen, will be despatched for the above ports TO-DAY, the 28th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 27th June, 1901. [1607]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

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land shipments.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 27th June, 1901. [1609]

## JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 27th June, 1901. [1609]

## JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 27th June, 1901. [1609]

## JARDINE, MATHESON &amp; CO., Agents.

## HONGKONG BUSINESS DIRECTORY.

### BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

### BUILDERS

KANG ON,  
Contractor: 30, D'Aguilar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged. Estimates given.

### CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aera-  
ted Waters, Dealers in Photographic  
Requisites. Queen's Road.

### FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Postman's Kodak Film and Accessories;  
17a, Queen's Road Central.

### JEWELLER

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo.

### PHOTOGRAPHERS

A FONG,  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Engravings, Ivory Miniatures, Oil  
Paintings, &c.; Ice House Street.

MEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works, Amateurs' Requisites.

M. MUMYEYA, JAPANESE ARTIST.  
From India and Crayon Engravings and  
also colouring Photos and relief Photos;  
Views of China and Manila. Work  
done for Amateurs; No. 8a, Queen's  
Road Central.

### PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

### STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Ship Chandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware,  
Engine Tools, Brass and Iron Mer-  
chants, 144, Des Voeux Road.

MORE & SEIMUND,  
63 and 43, Des Voeux Road. Shipchandlers,  
Sailmakers, Rigging, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Composition ("Grey-  
hound Brand") and Blundell,  
Spence & Co.'s Composition.

### TAILORS

R. HAUGHTON & CO.,  
Naval, Military and Court, 18, Queen's Road.  
Opposite Kuhn's Curio Store.

### TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"  
Imports of the Best Manila Cigars; 25,  
Pottinger Street.

### WATCHMAKERS

DROZ & CO.,  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

### EYE-SIGHT.

MR. N. LAZARUS,  
Optician, of London and Calcutta,  
may be consulted for SPECTACLES at  
16, Queen's Road Central.  
(R. MOUGHTON & CO.)

(Nearly opposite the HONGKONG HOTEL).  
Business Hours: 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases  
affecting those advancing in life occur to  
those having some deficiency in the construction  
of the eyes—the many years of "Eye Strain"  
ending in serious forms of disease. Glasses  
specially adapted in youth to those requiring  
them save and preserve the sight.

Constantly recurring headaches, spells of  
dizziness when reading, weak eyes, the letters  
running together; any of these symptoms indicate  
a deficiency in the form of the eye requiring  
Glasses only to correct and cure.

MR. LAZARUS supplies his SPECTA-  
CLES only after testing the sight.

### ADVICE FREE.

DISTRIBUTION OF PROCEEDS OF  
SALVAGE ex S.S. "HAINAN."

ALL those Companies and/or Firms  
interested in the Cargo of the S.S.  
"HAINAN," are requested, if they have not  
already been in communication with the undersigned,  
to send in the amount of their losses by  
the above-named steamer to the undersigned on  
or before FRIDAY, the 5th of July, 1901.

The undersigned will not acknowledge any  
Claims sent in after that date.

SIEGMSEN & CO.,  
Agents.

UNION OF HAMBURG UNDER-  
WRITERS.  
Insurers of Hull and Machinery  
S.S. "HAINAN".

Hongkong, 21st June, 1901. [1556]

### SCIENTIFIC MISCELLANY.

INKLESS PRINTING—INCANDESCENT IN ARC-  
LIGHTS—A TANK CAR FOR SHIPS—HOUSES  
OF PAPER—WAVES IN SNOW—INJECTION  
IN THE KINDERGARTEN—SLAO BRICKS—  
NATIONAL HYSTERIA—A NOVEL BAROMETER  
—A NEW ADHESIVE—BACONDS IN TEETH.

Electro-chemical printing has been so far  
developed that William Fries-Greene, of Lon-  
don, claims to have printed 25,000 pamphlets  
per hour on an ordinary press without the use  
of inks. In this inventor's process, any paper  
or textile fabric is impregnated or incorporated  
with a photographic developer like amidol or  
hydroquinone, and the passage of an electric  
current gives an instantaneous reproduction  
in black of any conducting surface, in contact  
with the prepared paper or fabric. It is held  
to be essential that the impregnating material  
be an oxygen derivative of benzine that will  
reduce a haloid salt of silver. In ordinary  
printing, the type or plate is connected with  
the negative pole of a direct-current source  
of electricity, and the prepared paper fed upon  
it passes in front of slightly moistened ink  
or blotting paper, behind which is the con-  
ducting surface connected with the positive  
pole. A direct current of 4 amperes at a  
voltage of 100 has been found sufficient.

Light radiation, as a rule, increases with the  
temperature. An attempt to improve the  
electric arc has been made by Ewald Reich, of  
Potadam, by producing it between the most  
refractory oxides of the earth metals—  
magnesium, thorium, zirconium, etc.—and he  
has obtained a brilliant sun-white light with  
about half the expenditure of energy per candle-  
power of the ordinary arc-light. A difficulty  
—as in the Nernst incandescent lamp—is that  
the electrodes must be heated before they be-  
come conducting.

For the ship-railway planned by James B.  
Eads nearly twenty years ago, it was proposed  
to have a wheeled cradle in which vessels should  
be shored up for transportation across the  
Isthmus of Panama. The new plan of A. B.  
Anderson, a Brooklyn engineer, substitutes an  
immense wheeled tank in which vessels could  
be hauled overland while resting in water.

Try honey instead of secret nostrums, is the  
advice of Sir J. Sawyer. This is not only a  
nutritious food, but an efficient soothing and  
soothing agent and emollient.

The first of a number of paper buildings  
erected by Prof. A. W. Blackerton near  
Christchurch, New Zealand, has been standing  
five years, and the builder believes it will last  
half a century, or as long as the best wooden  
houses. The cost is less than a fifth of that  
of the cheapest wooden buildings. A wooden  
lattice framework is first erected, and on this  
are stretched long rolls of thick brown paper,  
which is first tarred on both sides, and afterwards  
sprinkled with sand. For the walls the paper is  
simply nailed to the framework, wires  
not being necessary to support the paper  
of the roof. The outside is tarred and sanded,  
and the interior is painted in some light shade.  
An air space of four inches between the  
hardened inner and outer walls ensures re-  
markable warmth. The fiercest gales of the  
plains are withstood, and the paper houses have  
even remained tight and dry when wooden  
houses have let in water. The secret of success  
with these unique structures rests in the  
correct treatment of the paper, which can  
only be achieved with care in summer.

A tour over Canada in quest of snow waves  
has been made by a British physicist, who has  
succeeded in photographing and measuring  
good examples on frozen rivers and lakes and  
on the open prairie. Trains of as many as 100  
successive ridges sometimes occur, and their  
movement is sufficiently rapid to be visible.  
True ripples, similar to sand ripples, are formed  
also under certain conditions. The steeper face  
of both ripples and waves is on the lee side, but  
in moist snow the wind forms ridges whose  
steeper side is the windward.

Experiments have proven that in the ordinary  
modelling clay used by school children, the  
bacillus of typhoid may survive 32 days; that  
of diphtheria, 18 days, or more; and that of  
tuberculosis, at least 18 days. The only  
effective means of sterilising the clay was found  
to be the use of superheated steam under a  
pressure of 15 to 20 pounds for 45 minutes.

At Prussian blast furnaces a mixture of one  
part of granulated slag with eight parts of slag  
cement is being compressed into bricks weighing  
7½ pounds, which can be cut into any desired  
shape when newly made, and are suitable for  
building purposes after two or three months of  
hardening in the air.

That nations have their diseases—seasons of  
fever, anemia, and other derangement—has been  
already recognised, and a striking instance is  
now being studied by Dr. J. Matignon. This  
learned French physician regards the uprising  
of the Boxers in China as a remarkable massing  
of hysterical patients. An investigation just  
begun at the time of the troubles in Peking has  
given him an impression that nervous disease  
is exceedingly common among the Chinese,  
notwithstanding their apparent calm, and he  
finds reason for believing that suggestion and  
hysteria have been leading factors in giving  
control to the unprincipled leaders of the Boxer  
movement. The more simple-minded the people  
the greater has been the effect of the mystical  
doctrines taught.

A form of Cartesian diver is used by Mr.  
K. T. Fischer in a barometer for aeronauts.  
The float is a glass tube and bulb containing  
mercury, water, and air, and this swims in a  
brass cylinder of distilled water. An enclosing  
vessel of ice preserves a constant temperature.  
The position of the float depends upon the

volumes of the air it holds, and this varies with  
the atmospheric pressure acting on the water  
in the brass cylinder.

Viscin is proposed by Prof. Beihl, of Leipzig,  
as an adhesive agent for medicinal purposes.  
This material, consisting of several little-  
known substances, is yielded in considerable  
quantity by the berries and the bark of the  
white mulberry, and its cost is about a tenth of  
that of rubber. Solutions in benzine produce  
no irritation when applied to the skin in  
medicinal mixtures.

A curious clue to the food of prehistoric man  
of 40 or 50 centuries ago was lately found by Mr.  
Charters White, M.R.C.S. Scraping the thick  
coating of tartar from the teeth of an old skull,  
he made a rough analysis, thus bringing to  
light fragments of corn, fish, fruit and wool,  
besides some sandy particles; and some un-  
identified round red bodies.

An experiment 50 years ago showed M.  
Daubree, a mining expert at Strasburg, that  
the gold in the sands of the Rhine between  
Bâle and Wissembourg might have a value  
of \$30,000,000 to \$35,000,000. The Germans  
are now wondering why somebody doesn't  
gather in this wealth. [1331]

### THE COST OF WAR.

From the day when Achilles fasted three  
days and nights over the body of Patroclus  
in the ten years' siege before the stout  
wall of Troy, we learned of war's sorrows.  
The Duke of Wellington wept, like a child  
when he surveyed the bloody, hard-won field of  
Waterloo. Methuen, it is said, broke down at  
the ghastly sight of Mapa-santos, and returned  
to his tent that the men might not witness his  
grief.

"Who dead is must be buried," says Homer,  
and we might add, "who ill is must die." So  
thought Private John Smith, living now at  
10, South Urdubridge Street, Burton-on-Trent.  
The "Devon" steamed out to the Cape on  
December 27th, 1899, with this soldier aboard  
her (that was before she steamed back with the  
gallant C.I.V.'s) and in telling me of his trials,  
Dated this 20th day of June, 1901.

DEACON & HASTINGS,  
Solicitors for the Promoter.  
1375] NOTICE.

WE, the undersigned, beg to notify the  
Public and Shipping Community that  
we have just received a Large Stock of  
ENGLISH LAGER PILSENER in Cases of  
6 dozen Pints for \$14 and \$20 per dozen, for  
which we have appointed Sole Agents by the  
WREXHAM LAGER COMPANY, LIMITED.  
This Beer speaks for itself.

RITCHIE & CO.,  
No. 38, Des Voeux Road.  
Hongkong, 26th June, 1901. [1592]

NOTICE.

FOR SALE, at the PEAK, several Desirable  
Residences. Well Situated, and Let to  
Good Tenants.

For Particulars, apply to  
R. C. WILCOX,  
8, Beaconsfield Arcade,  
Hongkong, 22nd May, 1901. [1309]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,  
GENERAL STOREKEEPERS,  
No. II, Lee Yuen Street, East.  
Hongkong, 25th July, 1900. [207]

FROM FORTSMITH TO PEKING VIA  
LADYSMITH WITH A NAVAL  
BRIGADE.

ILLUSTRATED WITH FOUR MAPS.

On Sale at  
"DAILY PRESS" OFFICE, LOCAL BOOK-  
SELLERS, SOLDIERS' CLUB, SOLDIERS'  
AND SAILORS' HOME, ROYAL  
NAVAL CANTEEN.

Price \$1 per Copy Paper Covers; \$1.50 in  
Boards. Hongkong, 18th March, 1901. [782]

THE NEED OF  
MUNICIPAL FREEDOM  
IN HONGKONG.

BY SCRUTATOR.

With Leading Articles and Correspondence  
thereon Reprinted from the "HONGKONG  
DAILY PRESS" and "CHINA MAIL".

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents, and H.  
BUTTONIER'S Kowloon Store.  
Hongkong, 30th May, 1901. [1383]

LAUNCH FOR SALE.

A VERY Strongly Built and Well Finished  
LAUNCH. All took 55 ft. long, 10  
ft. 6 in. beam, 5 ft. 6 in. deep. Surface Con-  
densing Engine. Cylinders, 7½ and 15 in.  
Stroke, 10 inches. Boiler, 5 ft. 6 in. by 5 ft. 6 in.  
Steam Pressure, 125 lbs. Speed 10½ miles per  
hour.

Vessel will be completed and ready for use in  
Fourteen Days. Very suitable as an Office  
Launch.

Apply. H. F. CARMICHAEL,  
Queen's Buildings.  
Hongkong, 22nd June, 1901. [1564]

NEW MUSICAL PUBLICATIONS,

MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accom.).

No. 1 ALBUM (3 Songs, English & Italian).

No. 2 ALBUM (3 Songs).

The "LILY" Waltz and "ELIZA" Waltz.

NEW FEATURE—

Pocket Edition of Pianoforte Music: includ-

ing MARCH dedicated to Hongkong Volunteers

and POLKA to Peak Residents.

To be had of all MUSIC DEALERS. [1078—2]

C. E. WARREN,  
BUILDING CONTRACTOR,  
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REPAIRED. Sanitary Board Notices receive  
prompt attention. Agent for MOSAIC  
TILES. Prices on Application. [93]

CARBOLINEUM-AVENARIUS  
Used for OVER TWENTY YEARS.

Through reliable preservative for Woods  
and Stone against White Ants, Decay, Fungus  
Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTMANN & CO.,  
Hongkong, 31st August, 1897. [372]



## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	On 30th June.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 10th July.
GLASGOW and LIVERPOOL	"STENTOR"	On 25th July.
GLASGOW and LIVERPOOL	"TANTALUS"	On 29th July.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 7th August.

## HOMWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 11th July.
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"PELEUS"	On 6th Aug.

LIVERPOOL DIRECT { "GLAUCUS" On 15th July.  
(Taking cargo at London rates) S.S. "PELEUS" from GLASGOW and LIVERPOOL, has arrived, and will sail for SHANGHAI and JAPAN to-day, the 28th inst.

For Freight apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 28th June, 1901.

VESSELS ON THE BERTH  
U. S. MAIL LINES.  
PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE  
VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.
"CHINA"	TUESDAY, 6th Aug., at NOON.
"DOEIC"	THURSDAY, 15th Aug., at NOON.
"PERU"	SATURDAY, 31st Aug., at NOON.
"COPTIC"	TUESDAY, 10th Sept., at NOON.

THE P. M. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at noon, taking freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETUR PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage, at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consignee's Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, shall be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each ship) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

GEO. ECKLEY,  
ACTING AGENT.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLIMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

"CHUSAN," Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 6th July, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marsella and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. KITCHEIE, Superintendent.

Hongkong, 24th June, 1901.

## SHEWAN TOME'S &amp; CO'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

"ARARA," Captain Williamson, will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to SHEWAN TOME'S & CO., Agents.

Hongkong, 12th June, 1901.

## FOR NEW YORK.

## THE 3/3 A II American ship

"L. SCHEPP" will load for the above port, and will have quick despatch.

For Freight, apply to CARLOWITZ & CO., Hongkong, 3rd June, 1901.

## NATAL LINE OF STEAMERS.

## THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THEOUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with INDO-CHINA SHIP NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1901.

## GLEN LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

## THE Company's Steamship

"GLENESK," Captain J. Rafferty, will be despatched for the above port on the 11th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901.

Boudicca, British str., 1,021, Moore, June 24.  
Battering, German steamer, 828, Calender, June 20.  
Never & Co.  
Taishan, Amer. str., 1,216, Patterson, June 27.  
Chinese  
Telemachus, Brit. str., 1,379, Williamson, June 25.  
Chinese  
Toonan, American str., 956, Blathen, June 25.  
Chinese  
Trym, Norwegian str., 710, Dale, June 10.  
R. Martz  
Trinian, British str., 1,460, Anderson, June 25.  
Butterfield & Swire  
Whampoa, British str., 1,103, Laver, June 18.  
Butterfield & Swire  
SAILING VESSELS  
Celest Burrell, British ship, 1,764, Jeffry, May 29, Order  
Holloway, Amer. bark, 1,084, Knight, June 14.  
Order  
M. de Villars, French bark, 1,171, Rional, May 31.  
E. A. Trading Co., Limited  
Sea Witch, Amer. ship, 1,172, Howes, Feb. 21.  
Master  
Sussey, British bark, 1,212, Guthrie, May 17.  
Master

MACHINERY and SUPPLIES  
Engines, Boilers, Pumps,  
Wood Working and Iron Working Machinery,  
Mills and Mill Machinery,  
Mining and Milling Machinery,  
Write for Catalogues and Prices of what you require.  
PARKE & LACY CO., 21 and 23, Fremont  
Street, San Francisco, Cal., U.S.A. [732]

## NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of  
Messrs. GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 14th February, 1901. [508]

## ON SALE.

DEMUY OCTAVO, p.p. 248, Price, \$3.50.  
W ARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. FETHERSTONHAUGH.  
Published at HONGKONG DAILY PRESS Hongkong, 12th December, 1894. [623]

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For full particulars, &c., &c., Apply to

W. STUART HARRISON,  
Manager.  
Notes Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1898. [2359]

## NOW ON SALE.

IMPERIAL QUARTO  
ENGLISH AND CHINESE DICTIONARY  
WITH THE PUNJAB AND MANDARIN  
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For comprehensive and practical service this work stands unrivaled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in sciences generally, which the rapid advance of foreign relations has imposed upon them, are here given in extenso. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punj pronunciation are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Challenger's Vocabulary contains about 16,000 Chinese characters, and Macmillan's English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammar and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves who explain subjects fully with which very few indeed of them are perfectly acquainted. To persons resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

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A Large REDUCTION in Price is made to Purchasers of SIX or more Copies.

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## WITH CHAMBER for 10 CARTRIDGES,

## FIRING 10 SHOTS in 2 SECONDS

## SIEMSSSEN &amp; CO.

Hongkong, 3rd October, 1900. [73]</p

